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Redlands Airport Association

Chapter of California Pilots Association

Newsletter



The Mission of the RAA

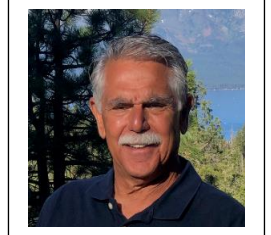
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about REI issues can voice their concerns.
- To advise the appropriate authorities regarding safety, security, and other concerns at the airport.
- To support government authorities in carrying out their duties regarding aviation and the utilization of REI in disasters, and public service events.

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Observations & Comments

By RAA President Ted Gablin



Happy Holidays to all! Let's all be thankful for the blessings we have in life. In spite of all the bad things around us, we are still very fortunate compared to others in our world. I really would like to put a positive spin on things relating to our airport. It's tough with the Coyote Aviation dispute still ongoing and no end in sight. But there are some good things that have happened as we reflect on events at our airport this year.

The FAA's Safety Risk Management Plan (SRMP) for the proposed UPS approach into SBD appears to be at a point where the FAA will determine that the risks are manageable. It's not realistic to believe that this approach will not be approved. The Amazon air freight business at SBD has created a huge positive economic impact to our local area. UPS has been described as the 800 lb. guerilla when it comes to getting things accomplished with the FAA. Amazon has many friends too. Finally, there is the approach designer, Hughes Aerospace. They are a large defense contractor with many political connections. The approach is still not approved but having an approved risk management plan will put the proposed approach closer to approval.

REI stakeholders that participated on 4+ days of Zoom calls associated with the SRMP included Airport Supervisor AJ, Tom Jones, and I. We were able to raise awareness of FAA personnel and make at least one improvement that will make the approach safer for REI pilots. A big thank you to RAL FSDO inspector Nelson Sanches. He doggedly was able to raise the awareness of the potential safety issues associated with an approach in proximity to REI traffic pattern and known paraglider routes.

2023 was a safe year for pilots operating out of REI. I am not aware of any accidents that have occurred at our airport. Let's keep this trend going. Our flight schools trained a significant number of new pilots this year. Congratulations to all involved!

We had a great Halloween event this year. Who would think that handing out free candy would get a few thousand people to our airport. Yes, there is an airport in Redlands! We also had another successful toy drive for the Salvation Army San Bernardino Corps. Thank you to all the volunteers! We can't do these things without your help!!!

You can read about all of this in this newsletter. I would like to close by wishing everyone a happy and healthy New Year. Let's all hope that the New Year will bring an end to the dispute between Coyote Aviation and the city.

Airport Updates

SBD /REI Traffic Issues Update

On October 26th, the RAA hosted an FAA Safety Team (FAAST) seminar entitled *SBD Tower Controller Forum*. The seminar was set up to address concerns about the integrating general aviation (GA) traffic at SBD and REI with the growing air freight and airline traffic at SBD. Mike Bunch, SBD Tower Manager, was the guest speaker. The forum was set-up in a question-and-answer format and was very informative. It was great for Mike to spend time with the local GA community to hear their concerns. The forum also generated good dialog about traffic management challenges and limitations tower controllers deal with at SBD because of the lack of a certified tower radar display. The seminar was held in the REI lobby and was well attended. There were 49 attendees, 27 were from REI. We will do this again if Mike agrees in a year or so.

The FAA's Safety Risk Management Plan (SRMP) review of the UPS RNAV Visual approach for SBD Rwy 24 is still not complete. The potential for a collision or a wake turbulence incident in and around REI are hazards that were identified during the review. So, the risk management plan developed involved monitoring near midair collisions (NMAC's) and wake turbulence encounters. It was proposed that the Riverside FSDO would monitor these incidents. Unfortunately, the Riverside Flight standards District Office (FSDO) has stated they can't monitor these incidents as proposed because they can't track all the GA traffic near REI.

The reason is they believe some of the traffic is not equipped with altitude reporting transponders (aircraft without electrical systems, ultralights, and paragliders) and approximately 30% of the traffic in the area is not ADS-B equipped and many times cannot be tracked. A FSDO inspector shared while monitoring traffic in the vicinity of REI and SBD they have received information from pilots, public contacts, RADAR, and ADS-B data that suggest there has been GA NMAC's and wake turbulence events that have not been captured or assessed as part of the SRMP review. There are concerns that the FAA's ability to capture this kind of information for the proposed approach is limited. So, the draft mitigation plan in the SRMP for these hazards completed earlier this year had to be reevaluated.

On December 14th SRMP participants met again to discuss how to monitor NMAC's for the proposed UPS approach. An FAA employee presented information about the limitations of the tools the FAA uses to analyze reports of NMAC's. Also presented was information on the limitations of aircraft with Traffic Collision Avoidance Systems (TCAS) that are at low altitudes. Although the information was very compelling, the panel reviewing the risks associated with the approach did not find these limitations as something that changed the risks associated with the proposed approach. It is likely the approach will be approved.

A UPS chief pilot on the December 14th call stated three other freight carriers operating into SBD are interested in using the approach. We hope that happens as the approach does provide a predictable path to RWY 24 at SBD. Finally, there were changes made to the approach based upon the involvement of REI volunteers, Ted Gablin, Tom Jones, and AJ Lawson. The approach plate now requires an aircraft inbound on the approach to give an advisory call on the REI CTAF. Additionally, the potential risks for the proposed approach are well documented in the SRMP. All of this will heighten awareness of pilots and controllers involved and will certainly create the potential for liability if there were an accident.

For now, RAA members are asked to keep the Riverside FSDO in the loop on any incidents involving NMAC's and potential wake turbulence encounters between GA aircraft in and around the REI traffic pattern and heavy jet traffic on approach to SBD Rwy 24. Please contact RAA board members for assistance if you are involved or witness any of these incidents.

REI Grant Project Update

Airport supervisor AJ shared a draft of the city's plan for airport capital improvements for 2024-2028 at the October 19th AAB meeting. The draft included projects for 2024, 2025 & 2026. Projects include:

2024- Runway and west ramp crack sealing, slurry coating and restriping, marking tie downs and helicopter parking on the west ramp. Engineering and environmental assessments for a wash rack and helicopter parking.

2025-Design, engineering, and environmental study of perimeter security fence.

2026-Construction of the perimeter security fence and wash rack.

The draft plan can be viewed at this link: [Draft ACIP & BIL Five Year Plan Requests 2024 - 2028](#) The plan was discussed with the FAA on December 12th. AJ has confirmed the following grant projects will be moving forward in 2024:

- **Runway and West Apron Resurfacing and Restriping** - Project will go out to bid in January 2024. AJ will provide information on runway closures and apron closures when the bid is awarded.
- **Wash Rack Architectural Design and Engineering** - This project will go out to bid to an airport consultant. Location on the west apron to be determined after this phase is complete.
- **Helicopter Parking Design** -This is for staging and parking of helicopters only (not a helo landing pad). Marking will be painted on the west apron after design sometime mid-2024.

Tenant Hangar Inspections

In case you missed Airport Supervisor AJ's December airport update, he will be performing hangar inspections in early spring of 2024. The City of Redlands Fire Marshal will accompany him. What does this mean for REI hangar tenants? He has asked for tenants to ensure things you have in your hangars are up to code. Examples of this could include improvements to the hangar, and storage of hazmat. Please review [12.56.370](#) of the Airport Municipal Code to make sure you meet City of Redlands Fire Regulations.

Colton Redlands Yucaipa ROP Evaluating a 2 Year Aviation Program in Redlands

On November 29th, administrators from the Colton Redlands Yucaipa Regional Occupation Program (CRY-ROP) met with RAA President Ted Gablin, RAA Safety Officer, Larry Rice, EAA 845 President, Bill Ingraham and Redlands Airport Supervisor, AJ Lawson. Administrators representing Colton CRY-ROP at the meeting included: Jason Angle, Superintendent, Melissa Dix, Director of Education Services, and Scott Raine, Program Manager. The meeting was requested by Jason Angle to share CRY-ROP's preliminary plans to offer a two-year aviation program at Redlands East Valley High School in the fall of 2024.

The CRY-ROP administrators reviewed their proposed course outline and asked for information on aviation career opportunities that are forecast to exist for their students. Ted Gablin shared [The Boeing Pilot and Aviation Technician Forecast for 2023-2042](#) with the CRY-ROP administrators. Larry Rice reviewed existing outreach efforts that exist between San Bernardino Valley College Aeronautics and local area high schools. Also discussed were qualifications for an instructor for the proposed CRY-ROP course. CRY-ROP administrators were appreciative of the input provided by the Redlands Airport group and the possibility of meeting again to work on their proposed aviation program.

Redlands Airport Advisory Board (AAB)

The AAB acts in an advisory role to the Redlands City Council on all things related to the airport. The meetings are a public forum for airport tenants to learn about airport issues and administration. Airport tenants can make the city aware of airport issues with their public comments. Meetings are held on the third Thursday of the month at 6pm in the Redlands City Council chambers. Members of the public that desire to comment on the agenda or any other airport issue can attend, complete a speaker form, and give a three-minute comment at the podium. REI tenants are encouraged to reach out to board members to discuss airport issues and to make suggestions. Feedback from tenants helps board members to be effective in their advisory role. Some board members attend RAA meetings for that very purpose.

Here are the names and emails of the current AAB members:

Thomas Cook tomcook1993@gmail.com

Robert Pearce rpearce898@aol.com

Deborah Forthun debbieforthun@gmail.com

Jason Golembeski Jasongolembeski@gmail.com

Karl Grove karl@grovaero.com

Dennis Nodine dennis.nodine@gmail.com

Johnny Ghazal ghazalengineering@gmail.com

Some activities performed by the AAB since September this year include:

- **September 21st Meeting** - Airport Supervisor AJ shared the city had completed the installation of some new software and a camera system at the Central gate. Member Cook shared he would like the AAB to have greater control over traffic patterns, staff appointments, grants, budgets, taxation, safety procedures, forecasting, and long-term planning. He also shared this would require changing the municipal code from advisory to regulatory. This topic was added to the agenda of the October meeting for further discussion.
- **October 19th Meeting** - Airport Supervisor AJ reviewed the city's proposed 5-year grant improvement plans for REI to be submitted to the FAA in November 2023. He also reviewed plans for the airport Halloween event and the new text notification system to airport tenants. AJ also reviewed plans for pavement crack sealing to be performed. Airport community members mentioned some concerns about the upkeep of the airport beacon and AJ shared he is working on a plan to maintain the beacon and paint the tower with city staff.
- **November 16th Meeting** - Airport Supervisor AJ presented information on the based aircraft count, a recap of the Halloween event and coyote mitigation efforts. There was also some discussion about moving the compass rose away from the Coyote Aviation complex after pavement work is performed in 2024. There was also some additional board discussion on the role of the AAB.
- **December 14th Meeting** – This meeting was cancelled when the board lacked a quorum at the scheduled start of the meeting.

The AAB consists of seven members. Members that are Redlands residents are encouraged to volunteer and apply for board vacancies when they are available.

The Latest on the Coyote Aviation Dispute

RAA President Ted Gablin



The Coyote Aviation lease dispute is still raging without any end in sight. This update is for activity that has transpired since our September 30th newsletter.

On 11-8-23, the city filed an emergency order to get possession of the building. The city's action is related to the unlawful detainer case they filed. If you recall, the judge involved with this case ruled the eviction order would be upheld but stopped short of making any ruling on the disposition of the building. As part of his decision, the court removed the stay of eviction. Fortunately, the Coyote Aviation attorneys were successful in getting an emergency temporary stay of eviction and on any legal action regarding the building delayed pending an appeal they had filed. Coyote principal Gil Brown shared both parties were required to attend a mandatory settlement conference on November 27th as part of the appeal process.

The mandatory settlement conference occurred on November 27. The city offered Coyote about \$.16 on the dollar for its entire facility. Gil said they appreciated the “generous” offer but were forced to decline as it amounted to a theft of the improvements. The mediator, retired Superior Court Judge Christopher Warner, served as the mediator for the conference. Gil said Coyote was extremely pleased with Judge Warner’s preparation and insight into the case. The city personnel attending the mediation session were Chris Boatman and two attorneys.

Gil has filed two appeals. One, concerning the unlawful detainer ruling, will be heard by the San Bernardino Superior Court of Appeals. The other will likely be heard by an appeals court at the state level. That case concerns a breach of contract ruling by Judge Winston Keh. It is also possible the cases will be consolidated and heard at the state level.

Coyote Aviation has dropped Dickenson-Wright and has engaged new attorneys. There are now two new law firms representing Coyote Aviation. Pacheco & Neach has offices in Orange County. Former Riverside County Deputy District Attorney Rod Pacheco is the lead attorney for Coyote. Pacheco is dealing with the ownership of the improvements made to the land, and the “taking” of those private improvements by a government entity. Fennemore Law, with many offices, has three attorneys assigned to the Coyote case. They are Marlene Murray, Robin Dunaway, and David Werner. That firm represents Coyote Aviation in its appeals. Gil says he is thrilled with all of Coyote’s new lawyers.

There was some social media activity in November on the Nextdoor app about the Coyote dispute between supporters and Redlands Mayor Eddie Tejada. Coyote supporters posted that no one on Redlands City Council would meet with Gil to discuss the dispute. Gil offered to meet with Mayor Tejada with the city’s attorney present. Tejada finally agreed to meet with Gil on November 8th, but he later backed out citing a meeting to discuss the matter was not advised by the city manager and city attorney.

Gil remains very frustrated that the city continues to release information about the dispute that is untrue. He believes firmly that members of the City Council do not know all the facts that have led to the dispute. For example, most members continue to believe that the lease between parties allowed for a 20-year first term and that the termination date in the lease was not an error. Actually, Coyote and the City *negotiated* a 20-year first term. The lease was signed on September 5, 2000, but used the end date of a previously rescinded draft, April 4, 2020, which cut five months from the promised term length.

At the November 21 council meeting, the city discussed the court case in closed session prior to the scheduled council meeting. Gil organized some speakers to give public comments prior to the closed session. Apparently, council members had some significant interest in the dispute, as the closed session discussion took 90 minutes. Gil hopes that is a sign that some members of the City Council may be expressing doubts about the way some city officials have handled the dispute.

Finally, and just in time for the holidays, the City of Redlands filed for an Ex-Parte order to lift the stay of eviction which would evict Coyote tenants from the building. The matter was heard on December 21st in the San Bernardino County Superior Court in Fontana. Commissioner Cecilia H. Joo presided. She said she was familiar with the unlawful detainer case and would make her ruling in a few days.

We will keep all advised as information becomes available.

Plane or Treat 2023

RAA Director Wayne Reid



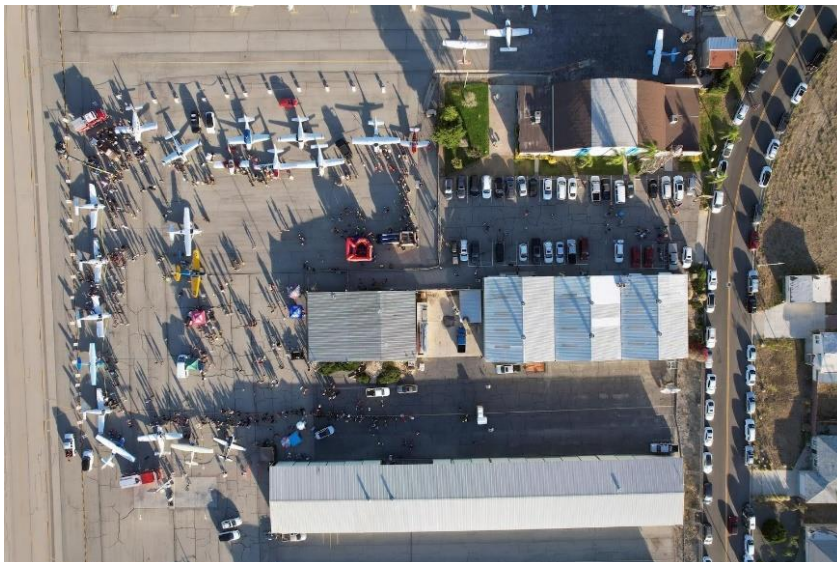
Our Redlands Airport was abuzz with excitement on October 29th, 2023, as the highly anticipated "Plane or Treat" event took flight. With over 3,000 attendees from all over the Inland Empire, the event soared to new heights, captivating aviation enthusiasts and Halloween lovers alike.

Local pilots embraced the festive spirit, transforming themselves into Halloween characters and adorning their aircraft with hauntingly creative decorations. But the event's charm extended beyond the pilots and their aircraft. Local Redlands businesses joined in the fun, adding their unique touch to the festivities. From delicious treats to captivating games, the businesses added a vibrant atmosphere to the event, ensuring that there was something for everyone to enjoy.

The Redlands community had an additional reason to celebrate as their very own Civil Air Patrol played a vital role in ensuring the security of the aircraft. Before, during, and after the event, the Civil Air Patrol stood guard, ensuring that the planes remained safe and sound, allowing attendees to fully immerse themselves in the enchantment of the evening. The event's popularity skyrocketed, leading to an unexpected challenge - running out of candy. However, AJ and several other airport community members swiftly came to the rescue. They ran to local grocery store and resupplied the candy, allowing the trick-or-treat fun to continue without a hitch.



As the night progressed, the winds picked up, creating a whirlwind of activity as everyone joined forces to safely secure the planes. This unforeseen turn of events showcased the incredible community spirit and the collective effort of all involved at the airport. The commitment to safety and collaboration demonstrated by the participants highlighted the true essence of the event - a celebration of community and unity.



The Redlands Airport Plane or Treat event was a resounding success, leaving a lasting impact on all who attended. It was a testament to the power of collaboration, creativity, and spirit of the Redlands community. Here are some photos of [Plane or Treat 2023](#).

As the sun set on a memorable evening, plans and dreams for next year's event began to take flight, promising an even greater experience for aviation enthusiasts and Halloween enthusiasts alike.

Stuff a Plane Charity Toy Drive 2023 Another Success!

RAA Secretary Cindy Gablin



The RAA had another successful toy drive this year to benefit The Salvation Army San Bernardino Corp. The Salvation Army is one of the largest charitable & service organizations in the world. They have been servicing the San Bernardino County area since 1887. We are very proud to be able to help them this holiday season.

We had some great donations from the multiple businesses and organizations in Redlands, Mentone, Yucaipa, Calimesa, Rialto, Fontana, Highland, and Colton. That part of the toy drive began on November 1st and ran through December 1st. We have a list of those businesses and organizations on our web page at <https://raacp.org/> Please return the favor by supporting those businesses and organizations.

December 2nd was the final collection day at the airport lobby. We invited guests from the local community as well as our airport community to visit and drop off a new unwrapped toy. To entice people to visit us, the RAA decided to not only offer a pancake breakfast, but also a burger & hotdog lunch. Although I thought it would be very challenging to switch over from pancakes to burgers, with all my volunteers, it went extremely smoothly.



EAA Chapter 845 held a Young Eagles event in conjunction with our toy drive as they have done many times. That always brings more families to the airport. EAA 845 member, Beverly Buck was set up at the entrance to the lobby to register kids for Young Eagle flights. She said there were 22 kids that were able to get a flight. They only had four pilots this year, so they were very busy. Bill Cheesman also gave Major Isaías Braga from the Salvation Army a ride in his Cessna 172.



Also in the lobby, we had tables set up for The Salvation Army, San Bernardino Valley College Aviation Department, and the CAP Cadet Squadron 411. The CAP set up their flight simulator as well for kids to enjoy.

Santa came in about 9:30 in Larry Rice's plane. He was seen sitting on the wing as they taxied by. Santa made a huge impression visiting with the children and handing out candy.



The RAA also hosted a LifeStream blood mobile for those wishing to donate blood. I hope they had enough people to donate to make it worth their while. As of the day before our event, they only had about 6 people signed up.

The Redlands Police Officers Association presented The Salvation Army with a nice check for \$500. We had a couple other large donors who wished to remain anonymous. Daniel Turner's employer, Best Choice Products (BCP), donated a pallet of doll houses during the event. Thank you to all that donated.



I won a King Schools course when I attended a CalPilots webinar. I decided I did not want to take any of the courses offered so I raffled the course to someone that would benefit from it. Wayne Reid was the lucky winner! I donated all the proceeds to the RAA to help with events like our toy drive.

There were a few disappointments this year. One was the lack of participation from our local flight schools. This was a terrific opportunity for them to talk about what it takes to become a pilot and possibly get some students. We also did not get many people from the airport (other than my wonderful volunteers) to come out, buy breakfast or lunch, and donate a new unwrapped toy.



On Friday, December 8th, I received an email from Steven Pinckney, Business Administrator of The Salvation Army Southern California Division. He shared that we collected 1195 toys, 3 bicycles, and \$1850 in checks/cash. Overall, we surpassed what we accomplished last year! Outstanding! We also heard that Best Choice Products donated another 5-7 pallets of toys. Thank you, Daniel Turner, for coordinating that with your employer.

The toys we collected were sent to the Salvation Army's distribution center in San Bernardino, combined with toys collected by other organizations, like Yaamava' Resort & Casino at San Manuel. The Salvation Army receives applications from low-income families for help before Christmas. The applications include the number and ages of the children in those families. Based on these applications and the family's needs or requests, the toys are sorted and bagged. Cash donated is used to purchase food and gift cards as well.

On December 19th, the families came to the distribution center to pick up the bags of toys allotted to them and a box of food in time for Christmas. Bob & Lynn O'Connor, Ted, and I visited the distribution center to witness this distribution. We talked with Steven Pinckney, and he explained that the Salvation Army is supporting 450 families this year (roughly 1500 people). Besides the toys and bicycles, they are distributing 600 boxes of food (a family of 6 or more gets two boxes of food) that includes a pork roast, canned, and dry goods. The families will also get their choice of a turkey or ham. It warms my heart to be able to witness this and know that we all helped make that happen.



The Salvation Army is a wonderful organization. You can read about all the wonderful things they have done and have been doing since 1865 on the next page. Their Red Kettle Campaign at Christmas time is to raise money for various charity programs that they support, including funding food pantries, disaster relief, homeless shelters, domestic abuse help, and after-school programs.

On behalf of the RAA and The Salvation Army San Bernardino Corps, I would like to thank all those that donated toys or cash, and to all the volunteers at the toy drive event. You helped to make this Christmas a happy one for those in need. Here is a link to view all the pictures of this year's event, please click here: [Stuff a Plane Charity Toy Drive 2023](#)

THANK YOU ALL AND MERRY CHRISTMAS!!!



San Bernardino Corps

Serving: San Bernardino, Redlands, Highlands, Rialto, Loma Linda, Colton, Yucaipa, Calimesa, Bloomington, Mentone, Grand Terrace, Muscoy, and the mountain communities

The Salvation Army Questions and Answers

Who Is The Salvation Army?

The Salvation Army is an evangelical part of the Universal Christian Church. The Salvation Army is one of the largest charitable & service organizations in the world.

What Areas Do We Serve?

The Salvation Army of San Bernardino serves the cities of: San Bernardino, Redlands, Highlands, Rialto, Loma Linda, Colton, Yucaipa, Calimesa, Bloomington, Mentone, Grand Terrace, Muscoy, and the mountain communities.

How Many People Do You Serve?

In 2023 The Salvation Army served 26,013 People, 24,012 households, Meals served- 110,768, Groceries for 12,822 households. The Hospitality House provided 34,761 nights of shelter to families and children experiencing homelessness. 2,146 children participated in educational and recreational programs.

How Long Has The Salvation Army Been in The San Bernardino Area?

The Salvation Army has been in existence for more than 158 years, since 1865 in San Bernardino since 1887. We support those in need without discrimination.

How Do I Donate?

Checks should be made to The Salvation Army and mailed to P. O. Box 26, Redlands, CA 92372. Make donations by using the QR Code or call 1-(800)-SAL-ARMY.

Please select the San Bernardino Corps as the fund's recipient.



Where Do My Clothes and Appliances Donations Go?

These donations go to the Salvation Army ARC or Adult Rehabilitation Center where it is repaired by participants, then sold in The Salvation Army Family Stores. These funds go to help men and women recover from drug and alcohol addiction. Take your donations to a Salvation Army Family store.

How Does The Salvation Army Help People?

The Salvation Army supports those in need without discrimination. The Salvation Army provides emergency services including daily meals, food baskets; lodging for homeless or displaced families; after school programs for youth, summer camping programs, clothing, showers, and furniture; assistance with rent or mortgage and transportation; and rehabilitation for chronically homeless families when funds are available.

The Salvation Army also assists families that struggle with difficult challenges, such as poverty, substance abuse, poor parenting skills, unemployment, mental illness, and children with low academic achievement.

The Salvation Army assists rescue workers and evacuees in such disasters such as fires.

Future Plans

The Salvation Army is looking for a two to five acre site to build a new Corps building to house all of our services in one location. We currently have four locations in San Bernardino, and Redlands.

What Is the Immediate Need?

We need food, clothes, toys, volunteers, and money to help more than 500 families this Thanksgiving and Christmas Holiday Season.

How Can You Help?

- Donate money
- Donate food
- Donate goods and/or services
- Volunteer
- Include us in your annual donations and/or your estate plans.
- Volunteer to ring the bells at a local location this Christmas season.

Corps Location • 838 Alta Street, Redlands, CA 92373 • (909) 792-6868

Food Warehouse • 295 N Leland Norton Way, SB 92408 • (909) 792-6868

Hospitality House & Family Transitional Living Center • 925 W. 10th St. • San Bernardino • CA 92411 • (909) 888-4880
Men's Transitional Living Center Annex • 730 West Spruce Street • San Bernardino CA 92410 • (909) 888-4880

2023 Holiday Dinner

RAA Secretary Cindy Gablin

On Friday, December 15th, thirty-five people from Redlands Municipal Airport gathered at Mill Creek Cattle Company in Mentone to enjoy camaraderie and holiday cheer. The room was decorated for the holiday, tables set, and our servers were ready to accommodate us with drink orders the minute we arrived.

We were offered five options for dinner, including beef, pork, chicken, fish, and pasta. Prices were reasonable and the portions seemed generous. I had plenty to take home for another night!

There was another party at the front of the room that had a DJ, so it tended to get a little loud when we started our white elephant gift exchange. Twenty of us participated and I believe a few more wished they had as well because it was a blast. This year Bob O'Connor was the unlucky participant as he had his gift(s) stolen at least five times! Some of the gifts were hilarious, some fun and some really nice. I received an awesome cutting board and would love to find out who actually brought it. The cutting board had the RAA logo etched into it. No one dared take that away from me. Haha...

Mill Creek Cattle Company always treats us well and I believe everyone had a wonderful time.



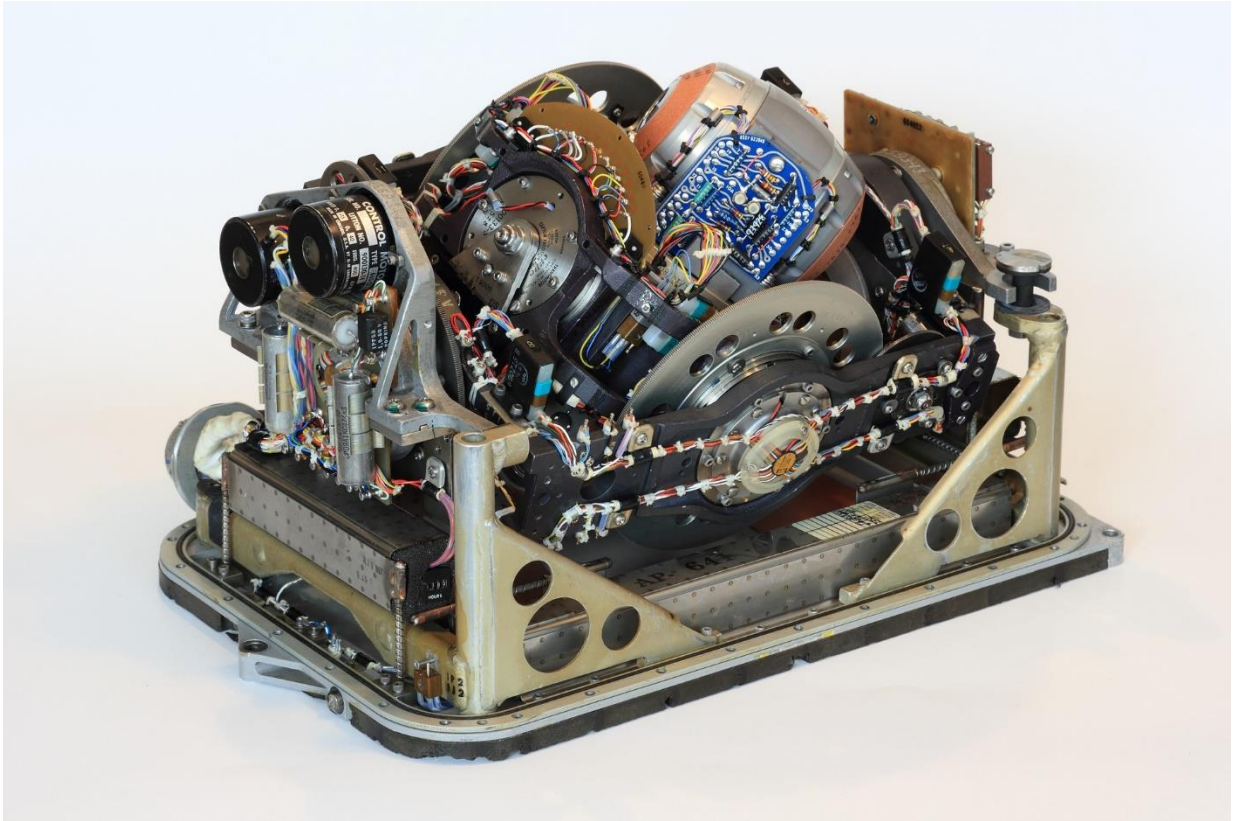
**Wishing everyone a Merry
Christmas/Happy Holidays and a
Happy & Healthy New Year!**

My INS is Better than Yours!

RAA Director Tony Digati



An Inertial Navigation System (INS) is a very complicated device. But once you told it “Where it is” it pretty much could figure out anywhere you wanted to go without ANY communication with anything outside your airplane. A more official description would be: “an inertial navigation system uses an inertial measurement unit (IMU) consisting of accelerometers, gyroscopes, and sometimes magnetometers. The gyroscope and magnetometer provide an INS system with the same contributions that they provide to an attitude heading reference system (AHRS). The gyroscope angular rate measurements are integrated for a high-update rate attitude solution, while the magnetometer (if used) provides a heading reference similar to a magnetic compass.” Here is a representative picture of a unit.



Litton LN-3 Inertial Navigation System

Pretty trick for its day, but GPS made all these supremely expensive items obsolete. Heck my Garmin watch does all that, although it is hard to see. So, what does this have to do with anything?

It was a Monday afternoon, October 9th of this year, messing around in the hangar (plenty of room with the plane on vacation) when I noticed something looking at me. You know the feeling, so I look around and sitting on top of the HP hangar, right on the peak, is this bird. A really good-looking bird. Now I must apologize in advance as I know NOTHING about birds other than they fly without a Lycoming. Mostly at the airport I see some sort of crow, things that chase crows and things that crows chase and or eat. Hmmm, ok back to work. A few minutes later, this bird swoops into the hangar and lands atop my welding tank. Apparently, he had a message.

I noticed how clean he was, and then I thought I saw something on his claw. I tried to touch him and that wasn't going to happen as he took off back to the HP hangar roof. This happened about three more times that afternoon. I didn't think much more about it that day but when I returned Tuesday, there he was sitting on top of the HP hangar.

My mind is like a steel trap as I brilliantly figure out, maybe he's hungry. I got some pigeon food. When I returned, he was back at HP. I laid out some food in a bowl and he swooped down and parked on the stand and wolfed that bird seed. I put some water in another bowl, and he pretty much finished that. Now, the first

question in my mind was, what do birds eat if Tony is not around to feed them? Worms, seeds, whatever and there is a good-sized water reservoir just at the end of Sessums, so what's going on? Why is he so hungry and thirsty? As the bird was eating/drinking having a good 'ol time at the hangar, I got a closer look at the tags on his claws.



The tags must have meant something, but once again I could not get close enough to read them. Later that afternoon my buddy Jim came to his hangar next door, I proceeded to tell him the story. If as on cue, guess who shows up as I'm visiting with Jim? Now with the two of us, we kind of got him between us and were able to take a picture or two of his claws. Jim breaks out his phone starts looking around and then dials a number.....he calls the Pigeon Society of America or some such thing, gives them the tag numbers and about ten minutes later we get the story. The bird is on a several hundred-mile race and somehow decided to stop at Redlands! A guy in Simi Valley owns the bird, she gives us his number and Jim leaves him a message. 15 minutes later the guy calls back.

We made arrangements for him to come out and pick up his bird the following morning at about eleven. He told us to put him in a cage, but I'm fresh out of birdcages, so I put him in the hangar, with seed and water, closed the door and went home.

The next morning he's sitting on the rafters when I get in, put out



some fresh seed and water and he swoops down to eat (3 good meals at this point). He drinks down the water as well. He then climbs on top of a pile of motorcycle parts and goes to SLEEP.

At about 10 am or so he walks across the hangar floor, looks outside, and takes off to the top of the HP hangar once again. "Hey bird, get back here dad is coming to pick you up" I yell. The bird looks around and takes off west. Oh, he's just flying around burning off his newfound energy.....and he never comes back, last time I laid eyes on him was flying west.

Now I have a guy coming in 20 min to get his bird, now what? I jumped on a bike and did an airport tour looking for him and I saw him nowhere. Oh well, what am I supposed to do now? The guy shows up and he really isn't happy after a two-hour drive. I asked him if he wanted to look around the airport and he said no. I get that he's disappointed, but I thought it was odd he didn't want to look for him. I ask him and he says, "What am I going to do if I find him? He will not come if I call him, so it's a waste." He also said he cannot survive in the wild as he is fed his water and food every day. Well, that explains why he was waiting for someone to feed him! Still shaking my head, the guy leaves. I'm bummed, he's bummed, life goes on and I go back to work.

One of the greatest innovations in cell phone technology is "silence callers not in your address book," so if you're not in there, my phone does not ring! About 2pm I noticed I have a 20 min old voicemail. It's from the guy. He told me when he pulled into his place in Simi Valley the bird was sitting atop his cage waiting for him. I immediately called him back and he told me the story again. Yes, he was waiting for him. Apparently, he was too hungry, tired, and thirsty to continue, and he stopped at Redlands. A couple of days of food, water and rest, his computer must have booted, and he figured he was supposed to be somewhere and left.

This seems totally amazing to me. I have had a hard time finding Simi Valley in my airplane. Here is this bird at maybe a hundred feet AGL that goes straight there in less time it took the dude to drive! I guess he had an hour head start! Take a look at the INS in the picture it's probably at least 24-inch square item, weighing about 60 pounds and then there is the bird with a brain the size of a penny and he beats the guy home!

Merry Christmas and Happy New Year to ALL!

Redlands Airport.....For Those Who Don't Know and For Others to Remember

By Sherry Ferar



Towards the end of 1945 Lorraine and Robert Kanaga purchased the original Redlands Airport hangar land then leased the land for the runway and taxiway from the San Bernardino County Flood Control District. The lease was for 10 years at \$150 a year. Grading the rough terrain began and shortly thereafter they took on a financial partner Dr. Austin R Welch, a Redlands Optometrist and aviation enthusiast. Flight operations began in 1946, but the Redlands Airport Grand Opening wasn't until March 29, 1947.

In addition to running a flight school, Mr. Kanaga sold new Cessna Aircraft and operated a repair facility. The GI Bill students didn't show up in the numbers they had expected so the airport never reached the financial goals that the partners had anticipated. Bob Kanaga was recalled to military service during the Korean War as an air traffic controller both in the states and Germany. After less than 4 years of operation in 1950 the airport was sold to the Southern California Turkey Growers Association. It was sold for financial reasons, not Bob's absence.

The turkey growers built turkey pens on the airport grounds and built turkey processing rooms inside the big wood hangar that was built by Bob and Lorraine Kanaga in 1946. That hangar is on the east side by the beacon and was later occupied by Red Aero Aircraft Maintenance owned by Casper Terry and is now occupied by Blue Raven Aviation.

Prior to 1955, future airport partner Al Theos had purchased several parcels, near the original 5.6 acres Kanaga/Welch airport land. In 1955 Roy Haskins partnered with Al Theos and bought the original Kanaga/Welch airport land from the Southern California Turkey Growers Association. Most of those neighboring parcels had been initially purchased from Charlie Francis, a Redlands constable.

The airport was re-opened in 1955 by Roy Haskins, his father, and brothers with a runway 2400 feet long. Redlands Airport was now owned by the Haskins/Theos partnership and operated by the Haskins family for 12 years. Al Theos was co-owner but didn't take an active role in the operation of the airport.

Roy convinced his father, mother, 3 sisters and 2 brothers to move to Redlands from Arkansas in late summer 1955. Arlene and Beverly went to work at Norton AFB, while their mother Nora, sister Evelyn, and sister-in-law Nancy, opened a small lunch counter in the building attached to the north side of the hangar. Their father, Roy and Denny did everything possible to open a shop, construct a gas pit and install aircraft tie downs.

The air force promoted Roy to Captain probably to help him support a private airport. Roy and Al had a very active Norton Aero Club. By 1958 they had a good-sized operation with help from their many friends from Norton AFB and the surrounding areas.

In 1963/64 the City of Redlands purchased the runway and taxiway lease with the San Bernardino County Flood Control District from Haskins/Theos plus some runway land. Haskins/Theos entered into a contract with the city to manage the entire airport. The City wanted to lengthen and improve the runway and taxiway but couldn't qualify for federal funding unless they owned the property. The city traded some land with the San Bernardino County Flood Control District to become owners of the formerly leased runway and taxiway land.

In 1966 the City purchased the remainder of the Haskins/Theos property which included the original Kanaga/Welch 5.6 acres plus some additional airport land owned by Roy Haskins and his sister Evelyn Haskins Baringer. The city used FAA grant money to cover 90% of the cost to purchase these properties. Redlands Airport received many grants from

the FAA during the following years allowing them to purchase additional land and improve the ramps and taxiways and lengthened the runway from 2400 feet to 4500 feet.

Around 1970, Lou Stolp of the Stolp Starduster fame, built the “T” hangars and laid the asphalt ramp west of the large, rounded roof hangar that is now Blue Raven Aviation.

It should be noted that all the buildings and structural improvements on Redlands Airport have been constant aviation minded private parties with private funds on leased land from the City. Currently there are millions of dollars’ worth of buildings and improvements on Redlands Airport that were constructed by these private parties. No buildings on Redlands Airport have been constructed by the city or any other government agency at taxpayer’s expense. In December 2005, the City of Redlands purchased 29 hangars following an eviction. Those 29 hangars were constructed in 1989 by a private party.

In 2014 the nearby city of Rialto closed their airport to accommodate developers. Banning is currently in the process of doing the same thing. That decision will be regretted in the future. You can build shopping centers anywhere. Rialto and Banning will never have another opportunity to have an airport in their cities.

Redlands is indeed grateful for the foresight and ingenuity the Kananga’s exercised in finding a location so ideal for an airport and making it happen.

Likewise, we owe Roy Haskins a big thank you. In 1955 Roy was the head of Flight Test at Norton AFB. Roy wanted his Flight Test nonflying staff to have an opportunity to learn to fly. He was scouting the area for an ideal airport when he stumbled upon the former Redlands Airport then a turkey ranch. The rest is history.

Many residents of Redlands are still unaware of the existence of an airport in their town, let alone its location. In recent days, Halloween and Christmas events have drawn more attention to the airport. Not only does it highlight community activity and support, but it brings attention to the aviation careers available to those interested.

As we get ready to start a new year, let’s remember and be grateful for all of those who were willing to take the risk to make Redlands Municipal Airport the home we enjoy today. Also, remember, where there is something worth having, there are always those looking to take it away.

A big thank you to Mr. Eric Paul for sharing this wealth of airport history with me so I can in turn share it with you.

Airport co-founder Lorraine Kanaga, widow of Robert Kanaga, donated a large volume of airport related clippings and information to the AK Smiley Public Library.

Airport patron, plane owner and flight instructor, John Krueger, also has several taped interviews with Lorraine Kanaga about Redlands Airport.



Turning Back to the Field After Engine Failure

By RAA Safety Officer, Larry Rice



AOPA's Safety Expert Lived His Passion!

Richard McSpadden joined AOPA in 2017 with an extensive flying background. It included being a former commander and flight leader of the US Air Force Thunderbirds. He led a team at the AOPA Air Safety Institute after his time in the US Air Force. Richard McSpadden died October 1st in an aircraft accident outside of Lake Placid, New York.

McSpadden was in the right seat of a Cessna Cardinal 177RG that experienced an emergency after takeoff. The left-seat occupant of the aircraft was Russ Francis (former NFL player) and longtime pilot. They turned toward the airport after the emergency, but they failed to make the runway. They both died in the crash.

Why did this happen? What could have caused such experienced pilots to make this decision? We may never know!

We all may ask the hypothetical question; "but what if?" What if it was an engine failure, fire, or landing gear issue? Turning back to the airport is not always the correct decision in an emergency! How do we know when we are able to make a turn back to the runway and maintain sufficient altitude and speed to make the runway?

Most of us have experienced sitting around with a bunch of "experienced pilots" talking about airplanes. I always warn my students if you find yourself in one of these situations please just listen for the "entertainment" value; then come and talk with me! Inevitably the subject of engine failure after takeoff will come up. Someone will state with certainty that they can make a 180 degree turn back to the runway after engine failure.

Here is the first problem. It is never just a 180 degree turn to the runway. THINK ABOUT IT! If you are climbing out on upwind and experience an engine failure, you will need to turn more than 180 degrees to realign with the runway. All the while you will be losing altitude. What about altitude? Your height above the ground is critical in any decision to turn back to the field.

I work with all pilots when instructing to determine a minimum altitude for the airplane before ATTEMPTING a turn back to the runway. In most single engine trainer type piston aircraft, you should be at least 800 feet AGL before contemplating a turn back to the field. Disagree if you want, but please go out and figure it out for yourself and your airplane.

How to Estimate a Safe Minimum Altitude Required to Turn Back to the Field

Can I make a turn back to the runway after engine failure? This procedure may help you to figure out just how much altitude you need above the ground to make a successful turn back to the field after engine failure. Once you determine that minimum safe altitude above the ground, if you are below that altitude with an engine failure your only option is simply to land somewhere "STRAIGHT AHEAD"!

Fly to a known practice area and start at an altitude above 3000 ft AGL. Note the indicated altitude. Line up on a landmark such as a road and assume it is your runway. After checking traffic reduce the throttle to idle and pitch the

nose down for best glide speed while making a 180-degree turn. Don't forget to adjust the turn for the alignment of your imaginary runway! Note the final altitude after the turn and subtract the value from the initial altitude. Add at least 100 feet to account for the altitude you will lose to react to the emergency (average is 4-5 seconds), you may also add some more for wind differences and distance from the field. Altitude adjustments you make should vary depending on your airplane and your proficiency. If you have a constant speed propellor or retractable gear, propellor pitch setting and gear position, make a big difference. We encourage all to go out and try this. We would love to hear your results at a future RAA meeting.

The result you come up with is an estimate of the minimum altitude you will need in that aircraft to make a turn back to the field after engine failure. **If you encounter an engine failure after takeoff below this altitude, select the best landing site straight ahead!**



Awards, Endorsements & Ratings @ REI

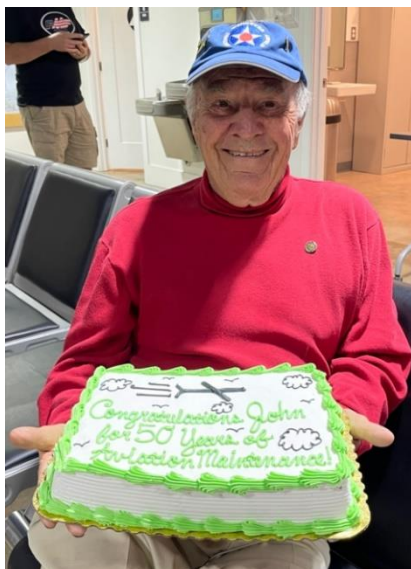
John Krueger is Awarded the FAA's Charles Taylor Master Mechanic Award

John Krueger received the FAA's highest award for aviation maintenance technicians (AMT's), the Charles Taylor Master Mechanic Award at the September 29th RAA meeting. The Charles Taylor award is an honor bestowed upon senior mechanics in the aviation industry. It recognizes their lifetime accomplishments and contributions to the field. To be eligible for this prestigious award, nominees must meet specific criteria, including holding a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) mechanic or repairman certificate, having 50 or more years of civil and military maintenance experience, being a U.S. citizen, and not having any airman certificate revoked.

John shared he doesn't think our AMT's get the credit they deserve. They have a critical role in aviation. Without their services we wouldn't be flying. So, it's fitting that the FAA's award is named after Wilbur and Orville's mechanic, Charles Taylor. He was truly the first real airplane mechanic. Without him, they wouldn't have flown as he designed and built the 12hp engine that was in the Wright's 1903 machine.



Dr. Paul Foster, FAASTeam Program Manager, presented John Krueger with the award. Dr. Foster had a "book" about 3" thick of all John's very impressive accomplishments since 1951 when he worked for Douglas Aircraft. He then went into the Air Force where he was an Air Force mechanic. In 1973 he completed his airframe certification. John also loved teaching other mechanics. John has his private pilot and commercial pilot license and was also a CFI. He also achieved an MBA from Texas Tech, a bachelor's degree in industrial management, and an associate degree at College of the Desert. John also worked as a registered nurse. From 1973 to the present, John has been active doing engine overhauls and aircraft restoration. Even at the age of 90, John still turns wrenches. Congratulations John!!!!



Andrew Cuevas

Private Pilot License

9/28/23

CFI Barry Neumayer

Westwind Flying Club

Congratulations Gabriel!



Gabriel Uribe

Private Pilot License

11/22/23

CFI Barry Neumayer

Westwind Flying Club

Way to go Gabriel!



Flykrei Flyouts to Rosamond Skypark, Big Bear & Fox Field

By Walt, Sherry & Peanut

The October 7th fly-out to Guido's at the Hangar, Rosamond Skypark was a great success. Nine planes and 21 people made the flight. We couldn't have asked for better weather for the morning flight. We rated the flight out and back an 11 on a scale of 1-10, it was severe clear with a light breeze.

We were able to park 7 planes in front of Guido's and the other 2 a little way down. Sherry had called Guido's in advance for a table for 15, since more showed up they accommodated us with tables close by. The food was great, it came out a bit slow because all of us ordered at one time, but the staff made up for it with excellent service. Everyone visited and talked "airplanes." By 11:00 we all headed to our planes and the flight home to our respective airports



The November 4th fly-out was to Big Bear Airport with breakfast at Thelma's Bakery. We had pilots from Palm Springs, Bermuda Dunes, Whiteman, John Wayne, and Redlands. It was a beautiful day to fly. Sherry and Cindy went ahead to secure our tables. We waited for the final pilots to land and then the rest of the group made the short walk into town a few blocks to Thelma's. It was well attended. Nine planes and 16 people made the trek to L35 and enjoyed a great breakfast at Thelmas restaurant.

We had two adjoining tables so everyone could visit. Thelma's staff did a good job of getting all the food out at the same time, the food and service was great. Everyone now with full tummies made it back to the airport and by 11:00 we were all starting up ready to head home.

On December 9th, our fly-out to Foxy's Landing was great. Sherry called earlier in the week and planned for 15+ seats. The forecasted wind and potential turbulence canceled a few flights, so Saturday morning she called to revise the number to 8. They were ok with that and had a table reserved for us when we arrived. Excellent service and food, we will be going there again. There were 4 planes that made the trip, two from Redlands and two from Long Beach.

There were six pilots in four planes so it was a good fly-out, but I thought I would share more of the flight since there were many that planned on going but were concerned about the forecasted winds.

We departed REI at 7:40, climbed and crossed the San Bernardino Mountains at 9,500'. There was light chop for a few minutes as we crossed the peaks. Once north of the mountains we flew at 10,500 with a 15-20kt right quartering head wind in very smooth air. Ten miles east of WJF I started descending with a right final to runway 6. The air was glass smooth all the way down to final. The wind on final was 5kts down the runway. On the flight out of WJF with 15kt head wind, we climbed to 5,500' then flew east climbing to 9,500 with no turbulence along the way. At 9,500 there was a left quartering tail wind of 15-20kts. We crossed Cajon Pass at 9,500' with only a few small slight bumps on the south side. Descending over SBD into REI was very light chop, landing on REI runway 8.

All in all, a very clear day with wind but you wouldn't know it unless you looked at your ground speed. If you know someone that wants to get email notifications of our fly-outs, please have them send an email to flykrei@gmail.com



RAA Membership, Dues and Donations

Membership in the RAA will get you the latest communications on what is happening at our airport through our monthly meetings, email blasts and quarterly newsletter. We also try and sponsor a couple of events a year that are fun and provide benefit to the local community. At \$10 a year, RAA membership is a bargain! Please click on the link and complete a membership application if you are interested in joining the RAA: [RAA Membership Application](#) There are instructions in the application on how to pay your membership dues.

The RAA almost always meets monthly on the 4th Wednesday of the month at 6pm in the public lobby at Redlands Municipal Airport. You may also join or renew at the monthly RAA meetings. Please don't forget we are a volunteer organization. We can always use volunteer help at airport events and by supporting RAA efforts to improve our airport. REI is your airport, please get involved!

The RAA has done some impressive work at Redlands Municipal Airport. Your charitable donation to the Redlands Airport Association will support our continued advocacy efforts. You can make a tax-deductible donation through Zelle. Please send your payment to our email address: redlands.airport.association@gmail.com.

Or you can mail a check made payable to *Redlands Airport Association* to:

Redlands Airport Association
1745 Sessums Dr. Ste. 1
Redlands, CA 92374-1907

The RAA and CalPilots are both 501(c)3 organizations. **Your dues and donations are tax deductible.** Thank you for your continued support!





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It's Your Airport Get Involved!!!!



Upcoming Airport Events

Sunday Morning REI Breakfast Club - VFR Sundays at 7:30 am

Important Meetings

The Redlands Airport Association meets on the 4th Wednesday of every month at 6pm in the public lobby at REI.

Redlands City Council meets 1st and 3rd Tuesdays of the month at 6pm. Agendas are posted 72 hours in advance for City Council meetings. Link for agendas and videos of previous meetings:

<http://www.cityofredlands.org/cms/one.aspx?pageId=7087893>

Redlands Airport Advisory Board meets the 3rd Thursday of every month at 6:00 pm and is usually at the Redlands City Council Chambers and occasionally, the airport public lobby.

About Our Organization...

"The purpose of the RAA shall be to deal with current and future issues of interest to the pilot and aviation community at the Redlands Municipal Airport."

REDLANDS MUNI (REI)(KREI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'

1574 B TPA—See Remarks NOTAM FILE RAL

RWY 08-26: H4504X75 (ASPH) S-12.5 MRL 2.3% up E

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 26: REIL. Trees. Rgt tlc.

SERVICE: S4 FUEL 100LL QX1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; MRL Rwy 08-26—CTAF.

NOISE: Avoid noise sensitive areas S of arpt.

AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avbl 24-7. Coyotes and waterfowl on and in/ov arpt. TPA — 2503 (929) for fixed wing acft, N side of Rwy 08-26; 2074(500) for helicopter, S side of Rwy 08-26. Rmn vigilant to see and avoid lrg and hvy acft w/ 5 NM of REI and on sbd Rwy 24 apch w/ 1.5 NM east thru north of rwy; ctn wake turb. Actvly mnt REI CTAF and, if poss, sbd on 119.45. Opr transponder and ADS-B out strongly encouraged. Aerobatic act NE of arpt from 3500 ft MSL to 7500 ft MSL; see Special Notice—Aerobatic Operations Northeast of Redlands, CA.

AIRPORT MANAGER: 909-557-8520

COMMUNICATIONS: CTAF/AUNICOM 123.05 (3 clicks for wx and adzy, 4 clicks for radio check.)

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